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WHAT SHALL WE DO

IN THE BAY TERRITORY?

COLONIZE THE "PERTE"

FORTY MILLION

"I hear the sound of plashing
The first low wash of waves, w"

THOMAS RAW

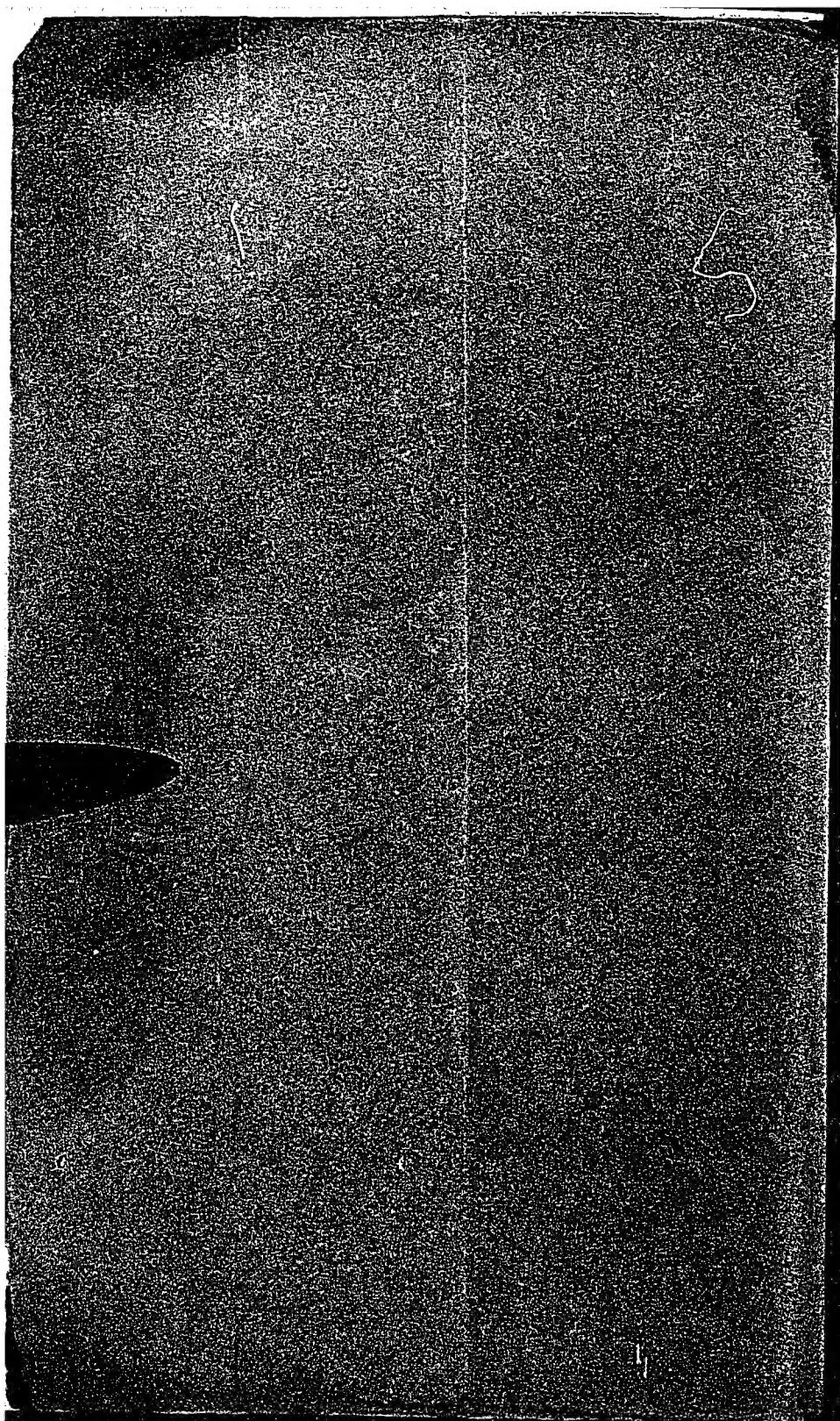
Author of "America, from"

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CORNHILL

1890.



WHAT SHALL WE DO

WITH THE

HUDSON'S BAY TERRITORY?

COLONIZE THE "FERTILE BELT,"

WHICH CONTAINS

FORTY MILLIONS OF ACRES.

"I hear the tread of pioneers, of nations yet to be,
The first low wash of waves, where soon shall roll a human sea."

WHITTIER.

BY

THOMAS RAWLINGS, F.R.G.S.,

Author of "America, from the Atlantic to the Pacific."

103, GRESHAM HOUSE, E.C., LONDON.

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P R E F A C E .

It may, and no doubt will, be asked, why I should trouble myself about the Hudson's Bay Territory, and what I know about it? I shall anticipate the putting of both questions by frankly answering them.

I have lived nearly a quarter of a century in the United States, and spent much of my time in the neighbourhood of the Hudson's Bay Territory; I have witnessed the teams, and sledges, and canoes, on their way to or from Norway House and the Saskatchewan; the faces of those who have come and gone are familiar to me, so equally are their dress and habits. Necessarily, one could not help speaking and thinking of a district, or more properly speaking, a vast region, of which there were every day reminders. The Hudson's Bay Territory has been to me what Belgium has been and is to Frenchmen, and what Constantinople has been and is to Russians. It has been my next door neighbour, and in some degree my pride and envy. I rather liked the idea of the rigorous exclusion of the nine-

teenth century from so large a part of the earth's habitable surface, by a handful of far off gentlemen, who no doubt believed they were *better informed* than others; and I could not refrain from occasionally fancying what the Territory might become, were it once transferred to *less informed* and not so well-to-do people.

These are my answers. I am well acquainted with the condition and capabilities of the Hudson's Bay Territory; and it is generally supposed to be an infirmity of human nature, for those possessed of light to desire to show it to others, and not to keep it beneath a bushel, especially when those others are confessedly groping in the dark and knocking their shins against objects which are hidden to them.

What, then, have I got to say? Not a great deal, I confess, but the little I have will, I hope, be to the point. I want to show two things:—

FIRST, that the Hudson's Bay Territory is a great and valuable possession; and

SECOND, that it would be an absurdity to sell or make it over to Canada, or to suffer Canada to have anything to do with it.

The former of these propositions I support by fact and by testimony of fact, and also by collateral and consequential considerations, which will commend themselves to the common sense of all patriotic

Englishmen, It is, in my opinion, of great importance to England to hold its own on the American continent, for I have ever thought that the rivalry flowing from the juxtaposition of the two great members of the Anglo Saxon family is most beneficial and conducive to the best interests of progress throughout the world. Indeed, I have studied that rivalry; there was first the rivalry of ships on Lake Ontario, then of steamboats on that lake and on Lake Erie; again, there was, on the American side, the rivalry of canals, from the Hudson River to the lakes, and from Lake Champlain to the St. Lawrence, and on the Canadian side the rivalry of the improvements of the St. Lawrence navigation and of the Welland Canal, for avoiding the Niagara Falls; at another time, and in Canada, too, there have been rival trade with China and Japan, with England, ocean steamers to supplant those of Inman and Cunard, agricultural and other exhibitions, and the reciprocity treaty, under which the United States tried its best to over-reach Canada, and Canada tried its best to over-reach the United States. Further west there have been rivalries, also, but the sparseness of the population, and the comparative insignificance of the interests involved, have not given to them great prominence. Latterly, in the far west, the United States have taken the lead, have, in fact, left British America behind in the generous race that has been maintained ever since the close of the war of 1812. Some Americans

are constructing the North Pacific Railroad from St. Paul to the Columbia. The United States are constructing the Union Pacific Railroad from Kansas city to Sacramento city and San Francisco. British America, recreant to its traditions, to its character, its interests, and the interests of Great Britain, is keeping quiet and cool. It has become distrustful of its power and destiny; it has ceased to be acted on by the example of its neighbour, and by-and-bye, unless something is done, its neighbour will cease to be acted upon by the wholesome stimulus of spirited and intelligent competition.

The facilities and advantages of connecting British Columbia with the head of Lake Superior are infinitely greater than those presented to the United States on either of their chosen routes; the United States routes are in the main across deserts, while the only British American desert, in the way, is that of the Canada shores north of Lake Superior, which it is unnecessary to skirt, or cross, because, in the summer, there is the water course of Rainy Lake, and Lake Winipeg, and the Saskatchewan, and all the year round, easy access across Minnesota by stage from Crow Wing to Pembina, and the Red River settlements; and beyond many hundred miles of the finest agricultural district in the world. I want Englishmen to be put in possession of these facilities and advantages; I want to see the "fertile belt" peopled from the Red River settlements to the base of the Rocky Moun-

tains, that the advantages of untimbered prairie farming may, for the first time, be enjoyed under British rule, to the blessing of the cultivators and the benefit of the world at large. The Hudson's Bay Company have only to be aroused from the deep sleep of ages and the thing is done; forthwith the Minnesota Stage Coach Company will turn their cattle towards the Saskatchewan, and in time the Atlantic and Pacific Railroad will follow in the footsteps of the pioneers. I disavow antagonism to the North Pacific Railroad and to the Union Pacific Railroad; the period is not distant when the continent of America will be crossed throughout by a dozen railroads. My approval and preference for the Atlantic and Pacific Railroad rest on my acquaintance with the ground it will traverse, my knowledge of the climate, and my conviction that the fullest measure of prosperity awaits the settlers at the Red River settlements, and beyond.

The absurdity of making over or of selling to Canada the "fertile belt" admits of demonstration. Take the map of the Hudson's Bay territory, and Canada, and the distance between the head of Lake Huron and Lake Winnipeg, is the interval of forbidding desert, separating Canada from the "fertile belt." Aye, separating it for ages beyond the power of capital or engineering skill; in the same sense that the bed of the English Channel defies tunnelling from Dover to Calais. The icy

breath of James Bay steals along the Moose river and vegetation is destroyed. Besides, upon the granite rocks of Hudson's Bay there is no soil, and therefore the hope of linking the "fertile belt" to Canada by a route north of Lake Superior is illusive and mistaken. Far easier and better for Great Britain to bear rule over France, or for France to bear rule over England, than for Canada to attempt anything so utterly beyond its influence and power. The "fertile belt" of Canada is the knob of land which nestles among the lakes, hemmed in by Lake Huron, Lake Erie, and Lake Ontario; the "fertile belt" of the Saskatchewan is the ordained garden of western provinces of the crown of England, of greater value than many Canadas, for that "fertile belt" nestles among the spurs and ridges of the Rocky Mountains, and those mountains will yet prove possessed of the richest veins of gold and silver which the enterprise of the present century has discovered. Let Canada make the most of the country it possesses, and let public opinion rouse the slumbering Hudson's Bay Company to the discharge of their public duty. For two hundred years have the Hudson's Bay Company caught vermin for their skins, and it would be intolerable were they suffered to close a huckster's bargain with Canada for £1,000,000, or for any price, when the effect of handing over the country to Canada would be to add to the dead weight already borne by that province, and in

effect to close the Hudson's Bay territory against the world for probably two centuries to come.

I shall be glad to render my humble aid to any enterprising members of the Hudson's Bay Company who desire to infuse modern views into the companies' affairs.

For a confirmation of my general opinions I beg to refer the reader to several letters from well-known and distinguished writers, which appear at the end.

T. R.

103 and 104 GRESHAM HOUSE,
LONDON, *March 22nd*, 1866.

CHAPTER I.

THE LATEST INTELLIGENCE.

THE latest intelligence from the Hudson's Bay Territory, or rather, to be strictly accurate, the last we have heard of that part of the world, is from the pen of the Hon. William Seward, Secretary of State. The Secretary of State visited Canada the other day, and Canada and the Hudson's Bay Territory are as near neighbours as Middlesex and Surrey. And what are his impressions? The *Toronto Globe*, of the 17th February, 1866, informs us, that before leaving, he wrote the following words:—

“Hitherto, in common with most of my countrymen, as I suppose, I have thought Canada, or, to speak more accurately, British America, a mere strip lying north of the United States, easily detachable from the parent state, but incapable of sustaining itself, and therefore ultimately, nay right soon, to be taken on by the Federal Union, without materially changing or affecting its own condition or development. I have dropped the opinion as a national conceit. I see in British North America, stretching as it does across the continent, from the

shores of Labrador and Newfoundland to the Pacific, and occupying a considerable belt of the temperate zone, traversed equally with the United States by the lakes, and enjoying the magnificent shores of the St. Lawrence, with its thousands of islands in the river and gulf, a region grand enough for the seat of a great empire—in its wheat fields in the west, its broad ranges of the chase at the north, its inexhaustible lumber lands—the most extensive now remaining on the globe—its invaluable fisheries, and its yet undisturbed mineral wealth. I find its inhabitants vigorous, hardy, energetic, perfected by the Protestant religion and British constitutional liberty. I find them jealous of the United States and of Great Britain, as they ought to be; and therefore, when I look at their extent and resources, I know that they can neither be conquered by the former, nor permanently held by the latter. They will be independent, as they are already self-maintaining. Having happily escaped the curse of slavery, they will never submit themselves to the dominion of slaveholders, which prevails in, and determines the character of the United States. They will be a Russia in the United States, which to them will be France and England. But they will be a Russia civilised and Protestant, and that will be a very different Russia from that which fills all southern Europe with terror, and, by reason of that superiority, they will be the more terrible to the dwellers in the southern

latitudes. The policy of the United States is to propitiate and secure the alliance of Canada while it is yet young and incurious of its future. But, on the other hand, the policy which the United States actually pursues is the infatuated one of rejecting and spurning vigorous, perennial, and ever-growing Canada, while seeking to establish feeble states out of decaying Spanish provinces on the coast, and in the islands of the Gulf of Mexico. I shall not live to see it, but the man is already born who will see the United States mourn over this stupendous folly, which is only preparing the way for ultimate danger and downfall. All Southern political stars must set, though many times they rise again with diminished splendour. But those which illuminate the pole remain for ever shining, for ever increasing in splendour."

No one acquainted with British America, and especially with that part of it known as the Hudson's Bay Territory, will dispute the justice of the parallel. Of the dignity, of the language, the statesmanlike sentiment, or the profound philosophy, we have not a word to say. When Mr. Seward thinks deeply, ceases to be the politician, and becomes the disinterested observer and reasoner, he never fails in justice to his theme. Nay, more, he exhibits those qualities of mind which have deservedly raised him to the high position of Prime Minister of the United States. It is odd that he should not have visited British America until Feb-

ruary of the present year, and that, until the other day, he entertained the common prejudices respecting it. He thought it easily detachable, incapable of sustaining itself, and the ready prey of the soaring Eagle. He was mistaken, and now counts the *dark* North at its true value. It is the Russia of the new world, but a Russia civilized and Protestant. It is to be a first class new world power, with its Cossacks of the Mackenzie, its arsenals of Greenland and the St. Lawrence, its Danube of the Red River, and its Baltic and Black Sea of Lake Winipeg and Lake Superior. The France and England of the New World are to be in amity with the Russia, and the Russia is to feed the former in exchange for their manufactures.

All very fine, remarks some one, but the Hudson's Bay Territory is as likely a place for feeding people, as Jamaica is for cooling them. We are happy to reply to this scepticism. It rests on the hypothesis that a cold country is an unproductive one; that intense frost and lively and fecund vegetation are incompatible. Sheer delusion; *à priori* moonshine. Everybody has heard of New Brunswick; it is nearly as cold there as within the Arctic Circle. The extremes of temperature are:—

1. At St. John on the Bay of Fundy, from 18 degrees below to 88 degrees above zero.
2. At Richibucto on the Gulf of the St. Lawrence, from 20 degrees below to 90 degrees above zero.



3. At Fredericton in the interior, from 24 degrees below to 95 degrees above zero.

And what says Professor Johnston of so inhospitable a climate? He says, "the average weights of a whole province, where the land is new and manured only in rare instances, or at long intervals, indicates a capacity in the soil and climate to produce grain for human food of a superior quality. The returns are:—

<i>Crop.</i>	<i>Per Acre.</i>	<i>Wheat per bushel.</i>
Wheat	20 bushels	60 $\frac{1}{2}$ lbs.
Barley	29 bushels	50 „
Oats	34 bushels	38 „
Buckwheat	33 $\frac{1}{2}$ bushels	48 $\frac{8}{11}$ „
Rye	20 $\frac{1}{2}$ bushels	52 $\frac{1}{2}$ „
Indian Corn	41 $\frac{1}{2}$ bushels	59 $\frac{1}{2}$ „
Potatoes	226 $\frac{1}{2}$ bushels	63 „
Turnips	456 bushels	66 „

There are some Scotch and English counties the returns from which would not compare favourably with these.

New Brunswick is an instance negating the assumption that a cold country is a useless one, because thought incapable of producing the necessities of life in sufficient abundance for a moderately dense population. True there are some parts of Canada which for agricultural purposes are absolutely worthless; there are similar barren districts among the New York and Vermont Mountains where John Brown laid the train, which, when it

exploded, led to the greatest war on record. But it is not true that good soil, nay, that the best soil, may not exist under the most unfavourable conditions of climate. The climate of a country may be influenced by the condition of the soil, by the state in which the soil may be, but it is geologically true and a physical fact besides, which there is no gainsaying, that within the bounds of the Hudson's Bay Territory there exists vast tracts of the very best wheat-producing lands. Perhaps when those lands are cultivated, as cultivated they one day will and must be, the climate of the Hudson's Bay Territory may become scarcely less genial than our own.

That Canada will become the Russia of the New World is not anticipated by Mr. Seward; in the future he perceives an Anglo-Saxon Russia, and abstains from special allusion to Canada. And why? No one is more conversant with the past history of Canada than Mr. Seward, and none can have a clearer apprehension of its blunders, and of the difficulties which at the present time surround the province. Mr. Seward must know that if the realisation is left to Canada it is remote, beyond the lifetime of "the man who is already born." Nor is this hardly a reproach to Canada. That noble province has in some degree been the sport of peculiar circumstances, not the least of which is the diversity of race in the East and West. Upon the energies, the enterprise and freedom of the West,

the French of the East have been a constant drag, not caring for expansion, not heeding commerce, but resting contented with the yield of small farms and lean herds; for what more could Canadian Frenchmen want, than bread to eat and winter fodder for their cows and oxen? Unchecked by Eastern Canada, Canada West would long since have been incomparably more powerful and grasping than it is. Restrained by Eastern Canada, Canada West has before it a slow development, which, however, would be hastened under the scheme of confederation it is wisely anxious to promote. Without confederation Canada West is always checkmated; with it, the Frenchmen of the East would raise a feeble and harmless voice, against the spirit of the times in which we live.

That, from these truths, it may not be inferred, the Confederation is on the whole the proper power to deal with the Hudson's Bay Territory, we shall merely add, that for some time to come the Confederation is likely to have schemes enough before it, of a less extensive character, if it is to hold its own, in commercial matters against its nearest neighbour. The Confederation must deepen and widen the water channels to the sea, it must infuse into the minds of the people sound views of trade, and in the end fit itself for taking up the gauntlet of free intercourse, which the Protectionists of the United States have thrown down, as the basis of a new treaty of reciprocity. The United States Protec-

tionists are ready to concede the abolition of custom-houses on the frontier, and to agree to tariffs which in all particulars are identical, but Canada is, we fear, unprepared for such a measure. The only sacrifice of revenue to which Canada can as yet assent, is that implied in the establishment of a single free port, on the neck of land which divides Lake Huron from Lake Superior.

The Hudson's Bay Territory demands for its development the same forces, which so far have and are still developing the territories of the United States. The development of those territories is not undertaken by Massachusetts, nor New York, nor Pennsylvania; it proceeds independently. Men go out from all the states, and from all parts of the earth, perfectly well aware that they might find nearer resting places. But they do not occupy eastern lands; they are westward bound. And the United States says to them, when you number so and so, a territorial government shall be established; and when you have increased to so and so, the territory shall be admitted into the Union as a Sovereign State. To attach the Hudson's Bay Territory to Canada is to reverse the order of progress, to render impossible what otherwise is not merely possible but highly practicable. When we have considered the capabilities, and other matters relating to the Hudson's Bay Territory, we shall be in a position to develop with some minuteness the proper course to be taken by those more immediately interested in its affairs.

Let us, meanwhile, not be misunderstood on the subject of Confederation. That we approve, recommend, advocate. But the Hudson's Bay Territory may be brought to life without waiting for the Confederation. Perhaps it would be no disadvantage to the other provinces to hear the voice of the Hudson's Bay Territory before they confederate. That voice is, and must be, that being far removed from the sea-board, the territory must strenuously resist all obstacles, save that of distance, to which it unavoidably must yield. The voice of the Hudson's Bay Territory is for free and untrammelled intercourse with all provinces and all nations.

CHAPTER II.

THE HUDSON'S BAY TERRITORY.

THE Hudson's Bay Territory may be roughly represented as occupying the whole area north of the forty-eighth parallel. It is the New Britain of the Compendium of the United States Census for 1850, and measures 2,598,837 square miles. The magnitude of this area can only be judged by comparison. The official comparison is as follows:

	<i>Territory.</i>	<i>sq. miles.</i>	<i>sq. miles.</i>
British America.	{ New Britain	2,598,837	
	{ Upper and Lower Canada	346,860	
	{ Nova Scotia, New Brunswick, &c.	104,710	
		<hr/>	3,050,398
United States as ascertained by	typographical bureau		2,936,166
Mexico			1,038,834
Central America			203,551
Russian America			394,000
Danish America (Greenland)			380,000
	Total square miles		<hr/> <u>8,002,919</u>

But the comparison should perhaps be made with Europe.

The area of all Europe is in square miles	3,811,594
The area of New Britain is in square miles	2,598,837

In round numbers the area of the Hudson's Bay Territory is three-fourths the area of all Europe,

while Canada has only some 50,000 square miles more area than Sweden and Norway. Canada, in superficial area, is an eighth of that of the Hudson's Bay Territory. That there is much of the Hudson's Bay Territory useless we shall not dispute; but let us hear what Professor Hind says of the north-west portion of the territory. He says:—"Beyond the dividing ridge which separates the waters flowing into Lake Superior, from those which take a north-westerly direction towards Hudson Bay, lies the great inland basin of Lake Winnipeg, occupying a very considerable extent of the North American Continent, and forming part of the British possession, known as the North-West Territory or Rupert's Land."

"The basin of Lake Winnipeg extends from the 90th to the 118th meridian. Its most easterly margin lies on the boundary of Canada, west of Lake Superior, in long. 90 14, lat. 48 53, being the head waters of Savanne River, a remote tributary of the Winnipeg. The most westerly limit of this vast basin is the Glacier, near Howse's Pass, in long. 117 35, lat. 51 52, from which a branch of the Saskatchewan takes its rise. The southern extension of its boundary is Lake Traverse, in Dakotah Territory, long. 96 43, lat. 45 50. It stretches north as far as Frog Portage, long. 103 30, lat. 55 26. This basin consequently extends over 28 degrees of longitude, and 10 degrees of latitude. The elevation of its eastern

boundary is 1,485 feet above the ocean, and the height of land, near the sources of the tributary which rises farthest to the west, is 6,347 feet above the same level. Its northern boundary is separated from the valley of the Mississippi by a low portage, over which waters flow during floods, while towards the South Lake Traverse, which also sends water into the Mississippi during spring freshets, is only 820 feet above the sea. The outlet of Lake Winnipeg is through the contracted and rocky channel of Nelson River, which flows into Hudson's Bay. The mean breadth of the basin of Lake Winnipeg is about 380 English miles, and its mean length 920 miles, hence its area is approximately 360,000 square miles, or about as large as the province of Canada."

"The great prairie plateau of Rupert's Land is bounded towards the south-west and west by the Grand Coteau du Missouri, which forms the north-eastern limit of the plains of the north west. The area of the prairie plateau is about 120,000 square miles; it possesses a mean elevation of 1,100 feet above the sea, and consists of cretaceous rocks, overlaid in some parts with tertiary formations. The 'Fertile Belt' of the north-west *consists of the richest arable soil*, partly in the form of open prairie, partly covered with groves of aspen; it stretches from the Lake of the Woods to the foot of the Rocky Mountains, about 800 miles, and averages from 80 to 100 miles in breadth. The

North Saskatchewan flows through the 'Fertile Belt' in a valley varying from one-fourth of a mile to one mile in breadth, and excavated to the depth of 200 to 300 feet below the level of the plains, or prairie through which it flows, until it reaches the low country, some miles east of Fort à la Corne. *The area of this remarkable strip of rich soil and pasturage is about 40,000,000 acres.* It was formerly a wooded country, but by successive fires it has been partially cleared of its forest growth, but abounds with the most luxuriant herb-
age, and generally possesses a deep rich soil of vegetable mould. The winter of this region is not more severe than that of Lower Canada. The snow is never very deep, and in the wildest tracts the natural pasture is so abundant, that horses and cattle may be left to obtain their own food during the greater part of the winter. It is a broad agricultural region, capable of sustaining many millions of people, and abundantly supplied with iron ore, and an inferior variety of coal, and as it spans the 800 miles which separate Lake Winnipeg from the Rocky Mountains, it more than compensates for the timbered desert between the Lake of the Woods and Lake Superior. The whole of the 'Fertile Belt' is well fitted for settlement and agricultural colonization. All common cereals and green crops have been grown successfully at the different posts of the Hudson's Bay Company within the district."

"The gold discoveries in British Columbia have

given extraordinary importance of the 'Fertile Belt' in view of a high road across the continent. During the season of navigation the facilities for reaching any part of Lake Superior are such that a vessel from Liverpool, of a capacity fitted to go through the locks of the Welland Canal, may discharge her cargo at Fort William, or any post on this vast inland sea, without breaking bulk. The next step in an overland communication to British Columbia is from Lake Superior to the settlement on Red River. The water-parting is not more than 890 feet above Lake Superior, and the country is thickly wooded with valuable trees as far as Lake of the Woods. There does not exist any difficulty in the construction of a road between Thunder Bay and the most eastern indent of Rainy Lake, a distance of 200 miles."

Professor Hind also speaks of the eastern portion of the Hudson Bay Territory. He says of it:—"The area of the Labrador Peninsula is approximated 42,000 square miles, or equal to the British Isles, France and Prussia combined; and the greater part of it lies between the same parallels of latitude as Great Britain. The whole of this immense country is uninhabited by civilized man, with the exception of the few settlements on the St. Lawrence and the Atlantic Coast, and some widely separated posts of the Hudson's Bay Company."

Such is the disinterested testimony of one of the ablest Canadian scholars, testimony, by the way,

confirmed by the observation of numerous travellers. In the last work we issued in connection with this subject the following reference was made to the conduct of the Government of the Hudson's Bay Company:—

“Gentlemen of the Hudson's Bay Company, you have possessed for two centuries a splendid monopoly. We are not of those who wholly condemn the manner in which you have administered the power delegated to you; on the contrary, a careful knowledge of the history and results of your rule, prove that your affairs have been administered with much ability, discretion, and judgment. Your labours have been prosperous to an unparalleled degree, and the amicable manner in which you, and those under your authority have conducted your relations with the Indians, and to which they bear testimony for so lengthened a period, certainly is in the highest degree creditable to you, when contrasted with the exterminating warfare which has characterised the relations of the United States' Government with them. It cannot be expected that a monopoly so entire should be carried on without producing many animosities, and that acts have not been committed which appear unwise, impolitic, and arbitrary. It would be unreasonable to suppose that you are so devoid of self-interest as to be willing to give up a power so long possessed, and providing such a splendid interest on the capital employed, or that you are willing to forego

any right you may possess for the general good. When merchants place their surplus profits in a joint stock company, they do so for the purpose of securing continued and safe interest. Now, the cry against the Hudson's Bay Company is, that locked in the valleys of the Assiniboine and Saskatchewan, there is 65,000 square miles of cultivable land, of which 27,000 square miles, or 17,000,000 acres, is at once available for the agriculturist; and this land is black with richness."

The part of country alluded to lies between the Rocky Mountains, Lake Winnipeg, the Lake of Woods, and the 49th parallel. It is a country entirely distinct from the rest of Rupert's Land. It is variously denominated, the "Valley of the Saskatchewan," the "Basin of Lake Winnipeg," and the "High Central Plains." From the Red River Settlement, through this country, to the foot of the Rocky Mountains, stretches the "fertile belt." The belt is equal in richness and productiveness to the prairies of Illinois, Iowa, and Minnesota. The natural productions are:—

Minerals.—Gold has of late been discovered in the banks of the river Saskatchewan, near the foot of the Rocky Mountains. News received as late as December, 1864, states, men are gathering as much as £4 per day. Copper and malachite exist in the region of Coppermine River; plumbago, iron, and mineral pitch have been found on Lake Athabasca; salt has been found in a very pure state near Great

Slave Lake, as well as salt springs, on the borders of Lake Manitoba and Winnipegosis; limestone occurs at Red River and Lake Winnipeg; granite is found in inexhaustible quantities between Lake Winnipeg, Lake Superior, and Hudson's Bay; coal has been discovered on the Assouri River, near Fort Edmonton, and also on Red Deer River.

Vegetable Productions.—The principal trees which abound are the balsam, the poplar, and the aspen, and are the common trees of the plain country; there is also, in limited quantities, the white spruce, the American larch, the fir, bank pine, white or bass wood, the sugar maple, spruce tree, the ash, the oak, as far as Red River and Lake Manitobas. But the Rocky Mountains are covered with a luxury and splendour of timber growth sufficient to supply the wants of the valleys at her feet for centuries. If the vast tracts of prairie land teem with verdant grasses which preclude the forest's growth, the water-courses can carry into all its river ramifications timber of every variety.

Grass.—Grass is everywhere, spreading in fields of natural verdure that would gladden the eye of any agriculturist. When we think of the millions of buffaloes that year after year find pasture sufficient for their wants, we may imagine what herds of cattle and horses could subsist upon the nutritious grasses and vetches that abound on the plains and the numerous swamps.

Berries and Roots.—These are abundant and

various, and include the cranberry, saskatoon, pembina, currant (black and red), gooseberry, raspberry, and strawberry. Wild rice is plentiful, the prairie turnip peculiar to Hudson's Bay, besides numerous roots used for medicinal and dyeing purposes.

Animals.—The various fur-bearing animals we have previously specified, and will therefore add those which are used for purposes of food and usefulness.

The bear, reindeer, moose, musk rat, porcupine, beaver, hare, musk ox, buffalo, antelope, big horn, mountain goat, and the wapeti.

Fish.—The principal fish are the white fish (a delicious fish, and found in all the lakes), the sturgeon, pike, gold eyes, trout, cat fish, suckers, &c.

The *Nor'-Wester*, a newspaper published for the first time at the Red River Settlement on the 28th December, 1859, mentions Mr. Gowler's success as an agriculturist in the following terms:—"He sowed 63 bushels of wheat, 36 of barley, 24 of oats, and 101 of potatoes, and from these he realised 700 of wheat, 350 of barley, 480 of oats, and 2,100 of potatoes. The cost of the seed was £50; in preparing and tilling the soil about £25 more were expended; and the cost of gathering in and threshing the crops is set down at £100—making a total expenditure of £175. Place against that the sums representing the sale of wheat at 6s., the barley at 3s. 9d., the oats at 2s. 6d., and the potatoes at

1s. 3d. per bushel (average price which the produce will easily command), and an argument more strong and convincing than could be wrought out by any other process of reasoning, stands stubbornly forth in favour of the claims of the settlement, as being one of the best agricultural countries on the face of the globe. It should be added, that Mr. Gowler's profits have already enabled him to enlarge the bounds of his estate to 600 acres, to stock it with a noble herd of cattle and horses, and to make the necessary preparations for erecting thereon, next summer, a snug and comfortable mansion."

The farmers raise wheat, oats, barley, potatoes, cattle, and sheep. Turnips, onions, peas, cabbage, rhubarb, radishes, mangel, hops, pumpkins, and melons grow in abundance. In 1856 there were 922 houses, 1,232 stables, 399 barns, 1,503 horses, 1,296 mares, 2,796 oxen, 290 bulls, 3,593 cows, 2,644 calves, 4,674 pigs, 2,429 sheep, 585 ploughs, 730 harrows, 2,045 carts, 522 canoes, 55 boats, 8,347 acres of cultivated land; number of acres in 1864, 22,000.

Oxen are worth from 60 to 100 dollars a yoke, cows from 15 to 20 dollars, a good cart-horse 80 dollars, and a horse trained to hunt buffalo will bring 150 to 200 dollars.

Their wheat is equal to any in the world, weighing from 65 lbs. to 70 lbs. to the bushel; barley and oats are also heavy, and potatoes and all kinds of garden vegetables grow luxuriantly. *The land*

is never manured. From $3\frac{1}{2}$ to 4 feet of snow falls in winter, and rain is unknown from November to April.

Professor Hind says that he saw wheat that had grown 56 bushels to the acre. Swedish turnips were magnificent; four of them weighed 70 lbs.—two weighing 39 lbs., and two others 31 lbs. I counted thirteen, fourteen, and sixteen potatoes averaging $3\frac{1}{2}$ inches in diameter at each root respectively. They were a round, white-skinned variety, like those known in Canada as the “English White.”

“It is a physical reality of the highest importance to the interests of British North America, that this continuous belt can be settled and cultivated from a few miles west of the Lake of the Woods to the passes of the Rocky Mountains, and any line of communication, whether by waggon road or railroad, passing through it will eventually enjoy the great advantage of being fed by an agricultural population from one extremity to the other.”

Father De Smet, a Jesuit missionary, thus summarizes his reflections on the appearance of the district. He says:—

“The entire region in the vicinity of the eastern chain of the Rocky Mountains, serving as their base for thirty or sixty miles, is extremely fertile, abounding in forests, plains, prairies, lakes, streams, and mineral springs. The rivers and streams are innumerable, and on every side offer situations

favourable for the construction of mills. The northern and southern branches of the Saskatchewan water the district I have traversed for a distance of about 300 miles. Forests of pine, cypress, thorn, poplar, and aspen trees, as well as others of different kinds, occupy a large portion of it, covering the declivities of the mountains and banks of the rivers.

“These originally take their rise in the highest chains, whence they issue in every direction, like so many veins. The beds and sides of these rivers are pebbly, and their course rapid, but as they recede from the mountains they widen, and the currents lose something of their impetuosity. Their waters are usually very clear. The country would be capable of supporting a large population, and the soil is favourable for the production of barley, corn, potatoes, and beans, which grow here as well as in the more southern countries.

“Are these vast and innumerable fields of hay for ever destined to be consumed by fire or perish in the autumnal snows? How long shall these superb forests be the haunts of wild beasts? And these inexhaustible quarries—these abundant mines of coal, lead, sulphur, iron, copper, and saltpetre—can it be that they are doomed to remain for ever inactive? Not so. The day will come when some labouring hand will give them value; a strong, active, and enterprising people are destined to fill this spacious void. The wild beasts will, ere long,

give place to our domestic animals; flocks and herds will graze in the beautiful meadows that border the numberless mountains, hills, valleys, and plains of this extensive region."

Such is the Hudson's Bay Territory. It is in itself, so to speak, a continent. It is a second Europe, and the proposition to hand it over to Canada is much the same thing as a proposal would be to hand over Europe to the United Kingdom. The Hudson's Bay Territory is of sufficient area to provide homesteads for the surplus population of the old world for several centuries.

CHAPTER III.

HUDSON'S BAY AND WESTERN PROGRESS.

PROGRESS, alas ! is a term without meaning in connection with the Hudson's Bay ; that it is otherwise in reference to the Western States is well known. In a drawing of the period, the Chicago of 1820, presents an Indian foreground of canoes and painted savages, flanked by fewer than a dozen frame cottages of no pretension, with a church and fort, so called, in the rear, protected by a low stockade. For some years afterwards the most sanguine settler could not have ventured to foreshadow a tithe the future greatness. From the repose of the wilderness there has arisen, almost gourd-like, a city of transcendant promise, a city of wealth and luxury, of merchant palaces and equipages ; the first grain-market in the world and the first lumber-of market in the world. The policy of attaching Illinois to Ohio, Pennsylvania, Indiana, or New York, to be attended to only when a fitting time arrived, would have been attended with very different results. The course pursued was to open Illinois to the world, and the world has not been backward in appreciating the advantages which

were offered to it. Thirty years ago, aye! twenty years ago, one and all of the arguments now employed against the settlement of the Hudson's Bay Territory applied to Illinois with ten fold force. "Why not first people the waste places of the older states?" "Why grow produce at so great a distance from a market?" "Why encounter the hardships of the open prairies, their indifferent water, their tendency to ague and fever, and their exposure to the cold blast of the antarctic circle during six months of every year." Chicago is one of the healthiest cities in the United States, its people drink the pure water of Lake Michigan, and the severer the winter proves, the more is it enjoyed,

The following statistics of the growth of Chicago city will be read with interest:—

POPULATION BY CENSUS.

1830	70	1846	14,169	1851	38,734
1840	4,470	1847	16,859	1853	60,625
1843	7,580	1848	20,023	1860	109,260
1844	10,864	1849	23,047	1862	138,835
1845	12,088	1850	29,639	1863	160,000
		1865	196,000		

GRAIN EXPORTS.

	<i>From Chicago. bushels.</i>	<i>From other lake ports.</i>		<i>From Chicago. bushels.</i>	<i>From other lake ports.</i>
1858	20,000,000	7,000,000	1861	50,000,000	18,000,000
1859	16,000,000	9,000,000	1862	56,000,000	11,000,000
1860	31,000,000	12,000,800	1863	54,000,000	19,000,000
Total bushels in six years				<u>229,648,905</u>	<u>59,791,041</u>

Progression in the States more or less tributary to Chicago, will be sufficiently shown in the subjoined figures, although Michigan, Dakotah, and Nebraska are excluded. From, practically, no population and no improvements worth mentioning, in 1820, this tributary district contained in 1865, 5,000,000 inhabitants, who occupied the considerable number of 35,000,000 acres of improved lands.

WESTERN PROGRESSION.

	<i>Area in Acres.</i>	<i>Improved Acres.</i>		<i>Population.</i>	
		1850.	1860.	1850.	1860.
Illinois	35,000,000.	5,000,000.	13,000,000.	800,000.	1,700,000.
Wisconsin	34,000,000.	1,000,000.	3,700,000.	300,000.	700,000.
Minnesota	53,000,000.	5,000.	500,000.	6,000.	172,000.
Iowa	35,000,000.	800,000.	3,700,000.	192,000.	674,000.
Kansas	50,000,000.	—	372,000.	—	107,000.
Missouri	43,000,000.	2,000,000.	6,000,000.	682,000.	4,182,000.
	254,969,920.	17,853,186.	27,951,865.	2,037,196.	7,624,086.

But it may be said these are feather bed states, in our day at least, and cannot, therefore, be put with fairness in comparison with the territory of Hudson's Bay. We shall meet this objection by adducing the case of the more western territories, those far removed on the plains, to which the present facilities of the Hudson's Bay Territory are denied. Let the reader take the map and cast his eye on the expanse of country westward, from the Mississippi, and within the limits of the United States. For example, trace the line from Missouri, across Kansas.

Colorado, Utah, and Nevada, to California. Those territories are not by nature well adapted for agriculture, and it is the absolute necessity for providing subsistence on the spot, which impels the settlers to the task. Kansas has progressed as follows;—

POPULATION.

1850.....	5,000.
1860.....	107,206.
1864.....	120,000.

In 1864 Kansas produced nearly £705,000 worth of Indian corn, wheat, rye, oats, barley, buckwheat, tobacco, hay and potatoes.

Colorado, a territory bought recently from the Indians, had, as early as 1860, a population of 34,231, and between 1860 and 1864 the population nearly doubled, notwithstanding that in the 1864 message of the Hon. John Evans, Governor of the territory, it is stated, not more than half the supplies of provisions for the territory are yet produced from the soil, and that the same relation of supply to demand will be maintained for years to come. He admits that “the arable land of Colorado, except for purposes of grazing, are limited exactly by the quantity of water that may be found applicable for purposes of irrigation.” Professor Hodge, the geologist of the Central Pacific Railroad, remarks—“Even the agricultural resources of the prairies are somewhat limited by the extreme dryness of the

climate. Rain seldom falls, and were it not for the never-failing supplies of water in the numerous streams, running from the snowy range of the Rocky Mountains, the country would be an uninhabitable desert." Major-General Warren, U.S A., and also of the topographical engineers, surveyed the district, under the orders of the United States Government, and remarks—"the country never can be agricultural." Still, Colorado is in a prosperous condition, increasing rapidly in wealth and population.

Of Utah, it is stated in the report of the foreign and domestic commerce of the United States for 1864, that "most of Utah is barren; perhaps one-fiftieth of the surface, *with the aid of irrigation*, is available for agriculture." The population, however, is increasing, and the Mormons generally are well-to-do. The increase has been as follows:—

POPULATION.

1850	.	.	.	.	11,380
1860	.	.	.	.	40,273
1864	.	.	.	.	80,000

The population of Nevada in 1860 was 6,857, and at the close of 1863 it had reached 60,000. In waggon roads leading into and through the territory, £100,000 has been expended, and the return from the outlay is at the rate of 80. per cent. per annum. The tolls collected on the roads during 1863 reached no less than £40,000, and the money paid on freight coming into the Territory from the Pacific Coast, amounted to fully £600,000. About

3,000 teams of various kinds are employed, besides numerous pack-trains. As an evidence of the increasing traffic, by this undesirable route to the Pacific, we insert the following tables, from the report of the Secretary of the Treasury of the United States.

Table showing the amount of freight forwarded across the plains from the various ports on the Missouri River during the year 1860, with the required outfit.

Where from.	Pounds.	Men	Horses.	Mules.	Oxen.	Wagons.
Kansas City	16,439,134	7,084	464	6,149	27,920	3,033
Leavenworth	5,656,082	1,216	...	206	110,925	1,003
Atchison	6,097,943	1,591	...	472	3,640	1,280
St. Joseph	1,672,000	490	...	520	3,980	418
Nebraska City.....	5,496,000	896	...	113	11,118	916
Omaha City	713,000	324	377	114	340	272
Grand total.....	36,074,159	11,601	841	7,574	67,950	6,922

In 1863, a population of 60,000 in Nevada employs for the transportation of machinery, merchandise, provisions, &c., from the Pacific coast, a number of men, animals, and wagons fully half as great as the foregoing exhibit of overland transportation west of Kansas and Nebraska. That this table is inadequate to express the traffic of 1864 may also be inferred, from the consideration of the present population of the mountain Territories, viz. :—

New Mexico, (no increase)	.	.	.	83,009
Colorado	.	.	.	60,000
Utah	.	.	.	80,000
Montana	.	.	.	12,000
				<u>235,009</u>

It is not an excessive estimate, that the present transportation is 50,000,000 pounds, employing 10,000 trains; and at a cost of 5,000,000 dollars annually. In consequence of the war and other causes, a considerable diversion of the traffic across the plains has taken place, in favour of the northern points of departure from the Missouri river, Kansas city by no means leading in the degree indicated in 1860. Whether the traffic will resume its former proportions, depends altogether upon the railway construction of the next twelve months.

In continuation of this part of the subject, it may be added, that Peter A. Dey, Esq., Engineer, of the Union Pacific Railroad, wrote as follows from Omaha, on May 17, 1864. He says:—"4,000 waggons and 6,000 tons of freight crossed the Missouri at Omaha since April 1. There is now a daily movement of 200 teams, and 300 tons of freight and 1,000 persons. The teams are equally divided into those drawn by four horses, and those drawn by five yoke of cattle."

"The statistics of the spring emigration of 1864 on the basis of this statement are 75,000 men, 22,500 tons of freight, 30,000 horses and mules, and 75,000 cattle. It is probable that a similar aggregate approximates to the extent of the movement from other points on the Missouri River; and in that case 150,000 will be added to the population of the mountains from the Mississippi States in 1864."

Such are the facts in relation to the single line along which the Union Pacific Railroad will be laid. The United States are urging forward the completion with all possible despatch.

But there is another line of travel; along the latitude of 45 degs. north we have a second chain of states and territories within the boundary of the United States. We allude to the expanse of country which stretches westward from Minnesota to the Pacific. It includes Dakota, Montana, Idaho, Oregon, and Washington Territory. What is the character of that country which is being rapidly peopled, and through which the Americans propose to construct a railroad. Quoting from the Report of the Secretary of the Treasury of the United States, it is said that—"Explorations by officers of the general government and publications of their reports have made the general features of the route quite familiar. Fully nine-tenths of the area between the 100th meridian of longitude and the Cascade range of Oregon will never be available for agriculture. The Great Plains are characterised geologically by a development of the cretaceous formation, which is observed over large Asiatic areas, and concurring with aridity, constitutes the American desert." And yet in 1863 Dakota had a population of 10,000, Montana of 12,000, and Idaho of 20,000. Oregon and Washington Territory have increased as follows:—



POPULATION.

<i>Oregon.</i>	<i>Washington Territory.</i>
1850. 13,294.	1865. 18,000.
1860. 52,465.	(Settled within eight years).

It is true that the gold mines have induced emigration to the "American Desert;" but gold mines may exist, as in some parts of Hudson's Bay Territory, without attracting emigration, and building up organized governments and states. What stimulates emigration to the American Desert, and keeps people there, is the privilege of self-government and the prospect of speedy recognition as a sovereign state. Without those privileges there would be few western wanderers, and with it the soil, the minerals, the water power, or some other natural agents are found to provide for all needful wants. In a word, the vast western domain of the United States is being peopled everywhere, although in some parts the prospect of sufficient subsistence from the soil may sometimes appear unpromising, if not hopeless.

It is otherwise in the Hudson's Bay Territory. That territory is kept dormant and resolutely repels settlement. Possessing the command of the great watercourses of the north, which ensure cheap transport, those great watercourses are unused, unimproved, undeveloped. Possessing the choicest farming

lands, without the encumbrance of forest, and forest also in profusion, on such soils as are so much esteemed in Western Canada, forest and prairie stands unbroken. At the American frontier of the Hudson Bay Territory the immigrant is stopped; he must move elsewhere, anywhere he chooses, within the American lines. Why should the Hudson's Bay Territory be otherwise to-day than it was two hundred years ago, or when the earth was given to man by God his Maker? Why should not the talent of the Hudson's Bay Territory be buried, lest in its use it might be lost, and the servant found in a position of inability to restore it to his Master, when He appeared? Some of the old Hudson Bay people will, perhaps, even go the length of saying that England has as many subjects as it cares for and can see to. Perhaps England has. But of late years the colonial policy of England has been such that were the Hudson's Bay Territory to be settled self-government would follow, as it has done in Canada, Australia, and elsewhere. A stroke of the pen at the Colonial Office would confer this self-government and raise up a power which need not be England, but which Mr. Seward says will be an Anglo-Saxon Protestant Russia. Let the Hudson Bay barriers to settlement be broken down—and, perhaps, the most formidable of these now-a-days is the desire to incorporate the territory with Canada—and the future



progress of the Hudson's Bay Territory will be as marked and satisfactory, and as conducive to the best interests of the human race, as is the settlement of the western territories of the United States.

CHAPTER IV.

HOPEFUL SIGNS.

THERE have been of late evidences of vitality with reference to the affairs of the Hudson's Bay Company. Many shareholders, and a numerous body of the thinking part of the English community, are beginning to comprehend that the Territory is not rightly used as a hunting-ground. It is felt that there are other interests, and that the more closely we scrutinize the progress of the country, lying south, the more does our responsibility appear. Then, personal interests are, to some extent, awakened, and take the form of asking whether the present and future prosperity of the Company should not be considered? And to be just, Englishmen are always patriotic; for it is thought the power of Great Britain should be worthily sustained above a certain parallel from the Atlantic to the Pacific Ocean. We early noticed the development of these hopeful signs, and some three years since began the discussion of the question. In March, 1863, we addressed a long letter to "The Times," which that journal did us the honour to insert; an extract from which we may as well subjoin:—



"The great object, as I understood, when at St. Paul, is to connect by railroad the navigation of the Mississippi River and its tributaries at St. Paul, near the Falls of St. Anthony, and at Stillwater, on the river St. Croix, with the Red River of the North, and other navigable streams of North-West British America. Perhaps nowhere on the American continent will such important commercial results follow as will be witnessed when 6,000 miles of steamboat navigation on the Mississippi and St. Lawrence rivers, and 3,000 miles of similar navigation on the rivers of Central British America are joined together mostly by the proposed routes of the St. Paul and Pacific Railroad. The freights, &c., through Minnesota to the English settlement of Selkirk and the Saskatchewan constitute an equally important fact.

"Selkirk settlement is a community of over 10,000 souls, and which it is expected will soon be the seat of Government for a new colony of England, extending between Canada and British Columbia.

"For the present, Fort Garry, in this settlement, is the North American head-quarters of the Hudson's Bay Company. The posts of this Company, more than fifty in number, occupy a very commanding situation over the immense area bounded by Hudson's Bay and Lake Superior on the east, the Rocky Mountains on the west, and the Arctic Ocean on the north. The fur trade of this im-

mense territory concentrates its annual product on the Red River of the North at Fort Garry, from which point, by the annual voyages of brigades of bateaux, merchandise and supplies are distributed to the most distant posts. Prior to 1858 the imports and exports of the Hudson's Bay Company were principally transported by the difficult and dangerous route of Hudson's Bay and Nelson's River, or over the numerous obstacles intervening from Lake Superior to Red River, on the British side of the international line. In 1858, however, materials were transported to construct a steamer on the Red River, and in 1862 two such vessels navigated that stream. This was done by enterprising citizens of Minnesota. The trade previously existing between St. Paul and Selkirk has been greatly increased in consequence.

"When it is considered, what no intelligent man now denies, that, north-west of Minnesota, the country reaching from the Selkirk settlements to the Rocky Mountains, and from latitudes 49 degs. to 55 degs., is as favourable to grain and animal production as any of the Northern States; that the mean temperature for spring, summer, and autumn observed on the 42nd and 43rd parallel, in New York, Ohio, and Michigan, has been accurately traced, through Fort Snelling and the valley of Saskatchewan, to latitude 55 degs. on the Pacific Coast; and that from the north-west boundary of Minnesota this whole district of British America is

threaded in all directions by the navigable water-lines which converge from the south and west to Lake Winnipeg; no reasonable doubt can remain that the colonisation of the continent, even in its ordinary progress of agricultural settlement, will extend over the region now delineated."

Following up the subject, in February 1864, we published a pamphlet of 24 pages for gratuitous circulation. Again, in 1865, we published a volume of 244 pages, with a large map and illustration, entitled "America from the Atlantic to the Pacific." A second edition of this work was called for by the public, and the occasion was improved by the presentation of copies to the Members of the House of Lords and Commons.

Others have since taken part in the discussion, and the most recent has been the author of "A Million—Shall We Take It?" That publication, however, is a mere compilation without acknowledgment from our labours.

But the most hopeful signs are the agitated Confederation of the existing provinces, and the inevitable complement of a railway from Halifax, and Quebec, and Montreal, to the remotest west. The Confederation scheme may be regarded as the corner stone, or the foundation of future building up and consolidation. It is to supply to British America that which it has not had, and does not now possess, namely, the American power of spread-out. When the American Union was first formed

the right was assumed of admitting new states to like privileges with the old. Hence the impetus to colonization, by the removal of all doubt, as to the future of new communities. The Western States, and some new Southern States, were admitted to the rights and immunities of the older States. British America has had no such principle of increase; it has had no Confederation, and without Confederation its expansive tendencies are restrained. With Confederation there may be one or more provinces of Labrador, and one or more provinces of Rupert's Land, without any legislative aid, beyond the mere privilege of forming governments, and in time those would take the same stand as Eastern or Western Canada, or New Brunswick, or Newfoundland. The Confederation has merely to say, we shall admit new territorial governments to the same measure of independence as is enjoyed by ourselves, and leave the rest to the future settlers.

Having in our previous publications entered at length into the advantages of the Atlantic and Pacific Railroad, the reader may here be referred to them for details. We shall dwell only on the facilities which exist for access to the lands of the Hudson's Bay Company, and the most sceptical cannot possibly examine them without confessing that they are most assuring—that they are in a fit state for immediate action on the part of the stock-



holders of the Hudson's Bay Company. But let us proceed with the statement.

Most people are aware that the average distance across the Atlantic is about 2,400 miles, and that there is considerable variation from particular points. The distances may be summarised as follows:—

Londonderry to Bellisle	.	.	.	2,260 miles
Galway to	„	.	.	2,280 „
Galway to Quebec	.	.	.	2,280 „
Cork to	„	.	.	2,340 „
Galway to Portland	.	.	.	2,528 „
Cork to	„	.	.	2,460 „
Londonderry to Portland	.	.	.	2,525 „
Liverpool to	„	.	.	2,750 „
Londonderry to Boston	.	.	.	2,565 „
Cork to	„	.	.	2,508 „
Galway to	„	.	.	2,565 „
Cork to New York	.	.	.	2,698 „
Galway to	„	.	.	2,768 „
Liverpool to	„	.	.	2,980 „

There are numerous steam ship companies which carry emigrants from port to port, and the rate of passage is from five to seven guineas. First class sailing ships proceed from nearly all the principal English ports to nearly all the principal American ports. There are also admirable steam and sailing vessels from the various German and French ports to New York.

From Quebec the Grand Trunk Railroad passes to the extremity of the Canadas, a distance of 671 miles. From Sarnia there is the choice of a lake

voyage onwards, or of the Grand Trunk Railroad to Detroit, whence the American railroads carry passengers to Milwaukee and La Crosse, on the Mississippi. From La Crosse to St. Paul there is the choice of stage or steamboat, and the entire distance of 1,555 miles from Quebec is accomplished in three days, at a charge to the emigrant of the very moderate sum of £3 3s. sterling. The Grand Trunk Railroad also carries passengers from Portland in the State of Maine, to its main line at Montreal, whence the emigrant proceeds as before to St. Paul at the same charge.

From Boston and New York there are several lines of travel to Chicago, the chief centre for all movement, south or west. There is a line *via* Worcester, from Boston to Chicago by the New York Central, the Great Western of Canada, and the Michigan Central; distance 1,010 miles, and emigrant fare £2 sterling. From New York there are the Hudson River route and the New York and Erie route, with emigrant fare as before.

From Chicago to St. Paul there are the Chicago and Milwaukee Railroad to La Crosse, and the Chicago and North Western Railroad to Prairie du Chien.

Arrived at St. Paul we find that the railroad to Pembina is in progress—a distance of 424 miles—and that fifty miles are now open, and thirty more miles graded. We also find that at St. Paul the railroad is believed to be the great civiliser, the

pioneer of emigration. just as a metropolitan railroad builds up the surrounding districts. From St. Paul to Red River Settlement the communication is by coach and omnibus, by the conveyances of the Minnesota Stage Company. The Company run the following stages :—

1st. From Elk river the present terminus of the St. Paul and Pacific Railroad, two daily lines of four horse coaches, one on each side of the river, to St. Cloud, a distance of $74\frac{1}{2}$ miles from St. Paul's. From St. Cloud a four horse coach runs up the east side of the Mississippi to Fort Ripley and Crow Wing, and another *viâ* Sauk Centre to Fort Abercrombie, D. T., a distance of 252 miles from St. Paul. Beyond this point they forward the mail to Red River Settlement (Pembina and Fort Garry) twice a week by day trains. By the mail road the emigrant trains proceed, and the Stage Company are prepared to forward emigrants with all possible dispatch by contract.

2nd. From Shakopee, the terminus of the Minnesota Valley Road, they run *two daily* four-horse coach lines to Mankato, passing through all the towns in the Minnesota Valley.

From Mankato they have also *two daily lines viâ* Owatonna to Kasson, the terminus of the Winona and St. Peter Railroad.

Their principal La Crosse line this winter is run in connexion with the Minnesota Central and Winona and St. Paul Railroads. Between St.

Paul and Mendota six daily stages are run, and from Faribault to Kasson five daily stages each way. From Winona to La Crosse *eight* daily stages are run each way. This shows the amount of winter travel over that route.

They also run two daily stages each way to La Crosse on the old river route, through Hastings, Red Wing, Lake City, Wabashaw, and Minneiska. This line connects with the Winona and St. Paul Railroad for points in the interior of the State.

Their line to Superior City, *via* Sunrise, is run three times per week at present. In the spring, should the travel seem to justify it, the service will be increased to daily trips, and the line be extended to the Vermillion Lake Gold Mines.

In addition to these principal lines, the Company also run a daily line from St. Paul to Stillwater, and from Hastings to Northfield. Also from Faribault to Owatonna, connecting there with a line for Austin, Osage, and the McGregor Railroad to Prairie du Chien.

Altogether, the Company are running four horse stages daily over 1,440 miles, and carrying the United States mail over 1,714 miles. To do this, the Company employ the services of 260 men and 800 horses, with rolling stock in proportion. The entire amount of capital invested in the stock and property of this Company is 200,000 dollars. Some idea of the magnitude of their business may be gathered from the amount of revenue taxes paid the Govern-

ment, which, during the past year, have amounted to 12,140.34 dollars.

Besides the railroad and stage coach routes, there is the water transit from the St. Lawrence westward. Of the state of the water communication, from the sea to Lake Superior, a practical account is furnished in a pamphlet published by Mr. P. Barry in Chicago;* the gentleman who was interested in several vessels to succeed the "Dean Richmond" from Chicago to Liverpool. Mr. P. Barry says:—

"I now turn to the obstacles to the prosecution of this trade. And what are they? The one on which most stress is laid is the want of water on the flats and elsewhere. To the passage of such ships as Train's and Guion's, this circumstance forms a decided barrier; but then the question occurs, whether the employment of that class of vessels is indispensable. It would be an advantage certainly if German and Irish emigrants could come by the St. Lawrence and be landed here, and an advantage also if the ships bringing them could compete for freight; but still, with things as they are, may not the trade be set agoing? What are the facts? Vessels of 145 feet keel and 26 feet beam can pass through the locks, and there is at least one vessel that carries 18,000 bushels of wheat from Chicago to Montreal. Now the majority of the vessels employed in the Brazils, the Baltic, and

* "Direct Western Transatlantic Trade." By P. Barry. Chicago P. L. and J. H. Wells. 1857.

the Danube are not over half these dimensions and half that capacity, and yet a voyage from England to Bahia, Pernambuco, the Plate, or the Danube, is not less distant than to Chicago; and, until recently, there were not more than nine feet of water on the Sulina bar. But other than ten feet draft of water ships need not by any means be precluded from participating in the Chicago trade. Vessels drawing more can light in at Montreal, or complete outward loading at that city, or by taking in both Chicago and Montreal freight, lighterage may be dispensed with; and this plan is contemplated in the case of the "Andrew Stevens," which is an eleven feet ship. If her spring cargo is wheat, she will take in 16,000 bushels here and 2,000 bushels at Montreal. Although, therefore, the "Persia" or the "Adriatic" cannot carry freight from Lake Michigan to Mersey, the trade nevertheless may be carried on."

In another of Mr. P. Barry's works,* he speaks of several projected schemes for enabling ships of large ocean tonnage to ascend the upper lakes from the sea without breaking bulk. He says:—"One of these—the one put up by Toronto interests—recommends a cutting from Nottawasaga, at the foot of the Georgian Bay, to Lake Simcoe, thence by cuttings along water-courses to the mouth of the

* "The International Trade of the United States and England, and of the United States and Canada." By P. Barry. Chicago: D. B. Cooke and Co. 1858.

Humber, a few miles distant from Toronto. The estimated cost of this work is 25,000,000 dollars, but it is doubtful whether it could be completed for that sum. Another route, said to be a cheap one and the best, is by the river Trent and Peterborough across the country to Sturgeon Lake, thence across the country to Lake Simcoe, and thence into Georgian Bay at Victoria Harbour. The third and only other route proposed, is that by Lake Nipissing to the Ottawa River, and that unquestionably is the most practicable and direct, and probably the least expensive of the three. French River connects Lake Nipissing and the Georgian Bay, and at a trifling cost can be adapted to the passage of the largest vessels ever likely to be put upon the lakes. From Lake Nipissing to the Ottawa there is only a narrow neck of land, and the channel of the river can be adapted readily to the requirements of any trade." Thus, not merely is there at present water communication from the sea to Lake Superior for ships of between 300 and 400 tons; but it is in contemplation to adapt the navigation to the requirements of vessels of not less than 1,000, or even of 1,500 tons

The head of Lake Superior gained, the map will show a chain of lakes and rivers stretching to the Red River Settlement, and beyond it, to the Rocky Mountains. Thus, once more, there is not merely railroad communication to the best part of the Hudson's Bay Territory; but there is also water

communication. That this should be the case proves that the time has come when the shareholders of the Hudson's Bay Company should be up and doing. The land of their promise is readily accessible, and invites them to dress it and to keep it.

CHAPTER V.

WHAT MUST NOW BE DONE.

THE question of what should be done will be best answered after a brief notice of the manner in which the Illinois Central Railroad was established. The following are the particulars :—

The grant embraces 4055 square miles, or

	ACRES.	ACRES.
The grant thus bestowed was	.	2,595,000
Of which there have been		
appropriated to secure the		
payment of 17,000,000 dol-		
lars of construction bonds	2,000,000	
To secure the payment of in-		
terest on said Bonds . . .	250,000	
To secure the payment of		
3,000,000 dollars of Free-		
land Bonds	345,000	
	<hr style="width: 100px; margin: 0;"/>	2,595,000

Hence, the Company's lands are respectively designated as CONSTRUCTION FREE LANDS, and INTEREST LANDS.

The Indenture with the Trustees prescribes that there shall be set apart—

DOLS.				DOLS.
10,000	at	20	per acre until there be realised	1,000,000
350,000	at	15	„ „ „	5,200,000
1,300,000	at	8	„ „ „	10,400,000
300,000	at	5	„ „ „	1,500,000

The Company have already sold about 1,200,000 acres of land, comprised in this grant, for the sum of 15,600,000 dollars ; this is less than one-half of the grant, and the unsold portion will undoubtedly bring a sum equal to that of the portion sold.

During the last two years upwards of 6000 buyers have taken an average of less than 60 acres, and therefore owe less than 1000 dollars each. With one or two good harvests many of them will repay this small amount, which meantime is running at 6 per cent. interest. There are still 1,282,626 acres of land for sale. Of the Company's lands 1,312,373 acres have been sold ; 6,749,814 dollars 88 cents. have been collected from these sales in cash, leaving 9,914,008 dollars 56 cents. balance due on contracts in hand, which relate to 928,429 acres ; the payments in full have been made on 383,944 acres only. Thus the sales embrace—

ACRES.		DOLS.
383,944. 59	. . Cash . .	6,749,814. 88
928,429. 17	. . Contracts .	9,914,008. 56
<hr/>		<hr/>
1,312,373. 76		16,663,823. 44

The cost of the Illinois Central Railroad, including everything connected with it, has been 28,610.225 dollars, and the sale of lands will yield 35,000.000 dollars, or £7,000,000. In the last report, signed by President W. H. Osborn, we find the following passage—and be it remembered that fifteen years since, the lands would not have realised four shillings an acre :—

“I am pleased to report the promising condition of the Land office. There has been a very active demand for land,—3,501 purchasers for 264,432.05 acres, averaging 10.96 dollars per acre, for 2,898,980.19 dollars. These sales are widely distributed, and in small tracts. On the majority of them one-fourth of the purchase is paid in cash, and the balance payable in one, two, and three years, with six per cent. interest payable annually in advance. A very thorough examination and adjustment of the sales made in previous years has been carried out. The arrears of interest have been generally paid. The policy of the Department has been liberal to the party actually settled upon and working the land. Great care has been taken not to dispossess any man making an honest effort to work his farm, and this course has established confidence in the Company.

At the close of the year there were upwards of 15,000 individual accounts on the books of the office, and no suit or claim pending in the courts in relation to any one of them;—the balance of

notes and contracts on hand is 9,357,692.56 dollars. There are still 1,110,553.51 acres of land for sale. The collections were double those of any previous year—2,575,928.45 dollars; of this sum 1,440,090.56 was paid for 1,200,000 construction bonds, which have been cancelled.”

Let us also speak of Minnesota. That State was organised as a territory in 1849, and admitted as a State in 1859; yet, during the war, it sent 15,000 soldiers to the field, and in 1864 its war-tax levy amounted to £8,000,000. For educational purposes, the State has given land, and the Governor in his message for 1866 supplies the following figures:—

SCHOOL LANDS.

I also present a statement, showing the result of the sales of School Lands, and the condition of the Permanent School Fund, on the 30th of November, 1865.

<i>Year.</i>	<i>No. acres sold.</i>	<i>Dols. Amount purchased money.</i>
1862 . . .	38,147.13	242,531 60
1863 . . .	52,293.01	309,777 46
1864 . . .	41,476.26	287,264 74
1865 . . .	24,131.77	143,955 05
Total	156,048 17	983,528 85
Total cash receipts from lands, including stumpage		314,872 85

The average price of the land sold is 6.30 dollars per acre, or £1 5s. 3d. And this at the very door of the Hudson's Bay Territory!

There is now presented to the British public the St. Paul and Pacific Railroad bonds, brought out under the auspices of Messrs. Robert Benson & Co. Financial men have of course perused the prospectus, and observed that the contractors are able to build the road on the guarantee of the provisional grant of land by the United States Government. The Hudson's Bay Company have 40,000,000 acres of land of the same quality, and under similar conditions of climate and transit.

Surely these facts supply the answer to—What must be done? The answer is, the Hudson's Bay Company should do likewise. They should not accept £1,000,000 nor £5,000,000 in purchase. They should survey their possessions; form the 40,000,000 acres of the "fertile belt" into a territory, on the United States pattern; and choose a name for it. Those entrusted with the survey should provide lands for present and prospective railroads, and anticipate the maintenance of education with a liberal hand. What lands remain should be assigned for settlement and towns. It would be a very low valuation, to place the prospective value of the remaining lands at £5,000,000. And there would soon be found additional new territories, after the first was settled. There would in fact spring into being a pathway of peopled

territories, to the very base of the Rocky Mountains; the Atlantic and Pacific Railroad keeping open their communications with the Atlantic and Pacific worlds, at an average speed of thirty miles an hour; while canals, lakes, and rivers bore on their sluggish bosoms the produce of their mines and fields, and carried back the textile fabrics of English, French, German, and American looms. We, for our part, see before the Hudson's Bay Company the most brilliant future, were only the shareholders and the directors to look narrowly into their own interests. We especially perceive in the gold products of the Rocky Mountains, acquired in a comparatively easy manner, a solution of the problem, why the agriculturalist on the "fertile belt" may compete advantageously in the markets of London and Liverpool with the Kent and Essex farmer; aye, and with the prairie farmer of Illinois too. But we shall not discuss this point just now.

It will be said, the isolation of the Hudson's Bay Territory must tell against it, were the "Fertile Belt" to be placed on the market even by business men. We cannot think so. We can foresee nothing that plodding industry would find insuperable. The world would require to know that a change had taken place, that something higher and holier was now thought of than the skins of vermin and wild animals. The world would have to be told that 40,000,000 acres of the finest land in the new world or the old might at last be bought, and



bought on such easy terms as any man might purchase. In Illinois the custom is to sell land on four years' credit, a fourth of the cash down, and the balance in three equal annual payments. In some districts there is another custom, that of an eighth or a tenth down, and the balance in eight or ten equal annual payments. So, were the "Fertile Belt" offered in the United Kingdom, and in Germany, at say to begin with 5s. an acre, an intending emigrant might beforehand invest his savings annually, and, when he desired, proceed to possess his purchase and take rank among the lords of the soil. But let us put the matter in plain figures. The purchase would, we shall say, be 500 acres, the price 5s. an acre, and the terms ten years for payment. The tenth of £125 is £12 10s., and the interest to add on the unpaid balance. Many an Englishman and many a German would gladly make the purchase were the chance afforded. That is one means of action. Reflection will suggest others. But we have no hesitation in affirming that the best customers for the lands of the "Fertile Belt" would be found among those nearest them. There would be buyers from the British Provinces, and buyers from Minnesota, and the neighbouring States. The danger would not lie in the absence of buyers, but in the forestalling by speculators, which is so difficult to prevent, in the putting on the market of a new country.

Let us hope that something will be done, and

done at once. Let us trust that the words of one well qualified to speak of the great North-West, of one some years resident in Chicago, and who, during that residence, acquired a reputation as a writer on financial and commercial questions, which has followed him elsewhere—be taken as foreshadowing the immediate future. Mr. P. Barry, in one of his works from which we have already quoted, thus sums up the question of "The North-West and its Outlets to the Ocean." He says,—

"If we take the map of North America and follow the course of the Mississippi some 1,300 miles from the Gulf of Mexico we find the broad outline of a navigable river, winding round the extreme southern point of the State of Illinois, and forming the line of separation between Kentucky and that State. If we trace that river to its source we find it skirting Indiana and Ohio, and separating these States from Kentucky and Virginia, and ultimately mingling its waters with Lake Erie. Along its course we find the names of cities familiar as household words, throughout the length and breadth of the United States, whose products are to be met with in every market of the world. These cities may send their products to the Mississippi or into the Atlantic by the chain of lakes, or they may choose a market east over one or other of the numerous railroads. The agriculturist inhabiting that other 1,300 miles of navigable canal and river country has the same choice of markets presented

to him, and, as a consequence, receives the highest price for every article of food that he brings to market. These advantages have long since told upon the district, and the agricultural development of some parts of Ohio is not behind the most advanced in Europe, and its farmers' cows yield almost twice the milk and butter that farmers' cows do in the British Provinces. Every year adds to the population, to the extension of agriculture, and to the accumulation of useful products."

"Further up the river we reach St. Louis, a well established city, with a name inferior to none in the United States, and a class of business men ready and able to further any enterprise. St. Louis has wisely guarded against the indiscretions of many western cities, and instead of her people devoting themselves and their means to mere speculative operations in real estate and other things, they have settled down to legitimate manufacturing and trading operations. Almost every branch of industry is largely represented in St. Louis, and solid progress is being made in the accumulation of substantial wealth. If a less proportion of the people had devoted themselves to manufacturing, and more had settled down to agriculture, the increase of wealth would have been greater than it is; but in a free country it is for every man to determine for himself the way in which he shall earn his living, and it is creditable to all concerned that the capital of the city, if not wholly agricul-

tural, is at least something better and more productive than endless streets of unoccupied palaces of brick, or stone or marble."

"Above St. Louis the Missouri forms a junction with the Mississippi, after 3000 miles meandering from its sources beyond the Rocky Mountains, and opens to uninterrupted navigation 2500 miles of fertile country. Tributaries of the Missouri are also navigable for untold miles, and into these distant regions the tide of emigration has poured steadily for several years, and receipts from the Missouri figure prominently in the statistics of the St. Louis Board of Trade. Still the country is unsettled and beyond the "Bluffs" the elk and buffalo and the mountain sheep graze on the primeval grassy plains, unmolested by the approach of man. Nothing breaks the vast solitude of the boundless prairie, and its thin sod has but to be turned over and the seed scattered on its surface in the rudest manner and a bounteous harvest will be reaped. Where is labour so fully recompensed as in the cultivation of the western prairie, and in what way can a nation so cheaply earn a command over every other product."

"Beyond the junction of the Illinois with the Mississippi we have Iowa, Minnesota and Wisconsin, all of which are rapidly filling up and having lands entered and brought into cultivation. For the produce of these states there are the Mississippi route to St. Louis and the railway routes to the

lakes. From that section of the country the exports are large, and will be a largely increasing quantity every year. In very young communities two classes only are supported ; the hard working and the speculative, and generally the former are by far the more numerous body. These practical hard working men go into a state or territory to take hold of what pays best, and, as a matter of course, take to land, and the competition and ups and downs in the value of that commodity find employment for the other class. As a consequence, agriculture will be much extended in the remote sections of the north-west, and every year will add largely to the supply of all cereal products. It is conceivable that at no remote period the increased production of wheat on the north-west prairies will exercise permanent influence on the value of the staff of life, inasmuch that at a low price as compared with a high price, not much more is eaten, and if production is increased in a greater ratio than consumption, the larger quantity always on the market will determine prices in favour of the buyer."

" Passing from the Upper Mississippi, which presents an uninterrupted navigable channel of 4000 miles to the Gulf of Mexico we return to Chicago, the present head of the navigation of the St. Lawrence route to the sea-board."

Our limited space will not admit of our following all Mr. P. Barry's description of the lakes and the

St. Lawrence. Suffice it to state that the Hudson's Bay Territory, and especially the region of the "Fertile Belt," and the Atlantic and Pacific Railroad, is drained on the right by the upper lakes and on the left by the tributaries of the Mississippi. Their produce may, therefore, seek the outlet of the St. Lawrence at Montreal, or of the Mississippi at New Orleans. What is said of St. Louis is an apt illustration of the existence of a great manufacturing centre in the interior of the United States. There may be more than one St. Louis on the "Fertile Belt," and between the Red River Settlement and the Rocky Mountains.

That we may not be misunderstood, in our valuation of the "fertile belt," let us add, that we suggest the low price of 5s. an acre as a beginning, and not as a continuing price. There is no reason why the market price in Minnesota should not be realised—now, or eventually—but we recommend eventually, and not now.

CHAPTER VI.

CONCLUSION.

To the Directors and Stockholders of the Company we would say, a policy evincing vacillation or timidity at this moment, will be fruitful of results that future efforts will fail to remedy or repair. The continued agitation in reference to the affairs of the Company which has been manifested of late, conclusively proves that there is dissatisfaction somewhere, and that there is need of a new system of action, and a better plan of management. If you do not give heed to the portentous signs that the public at large too clearly discern, you will be derelict in duty to yourselves, and all those whose interests you represent. To place the lands of the "Fertile Belt" before the people, to survey them, to divide them and subdivide them, to reserve certain portions for future necessities, to invite emigration to people them—these are duties involving but a slight expenditure, and certain to command a favourable return. There is, there can be, no speculation in this. The emigrant is even now thundering at your doors; he demands a passage; he asks by what right you exclude him? Why have you not

borrowed a lesson from the progress of the country adjoining? Are you blind to your own interests, mulishly stubborn as regards your responsibility, or simply wilful? Are you tempting the wolf by continually exposing the lamb? for if you continue to pursue your present policy you assuredly will be. Brother Jonathan possesses a capacious maw; he perceives the uncultivability of the Great Plain, and he is snuffing the savoury morsel of the "Fertile Belt." But once let him get a few "Squatters' Rights," and there will soon be no necessity for any action on the part of the Board of Governors; their power will have slipped from their grasp, and the road to the Pacific be shut out to us for ever. To the public we would say, this is not a mere question of the Companies' interests, it is one concerning the interests of the whole people. We must not, we cannot permit this suicidal lethargy to continue; we should appeal to the country, to the parliament, to the government. Agitate! agitate! agitate! as the supporters of reform are doing, and you will compel action. Can the great commercial world look on in silence, when they see this continued dilatoriness? We answer emphatically, no! Beyond lies the Pacific, with all its auriferous wealth; are we to lose the chance of an overland connection with it? Is America to possess our splendid trade with India, China, Japan, Australia, Victoria, and British Columbia? Are we to have no share in it; are we with our eyes open to the consequences, with

our mental vision clearly defining the breadth, extent, and full meaning of this great exclusion, to stand mute, dumb, unimpassioned, and silently cold as statuesque marble? Surely this is not, nor ever has been, the character of our people; we have always believed we were progressive, alive to the action of the times, ready to seize upon opportunities, and to create occasions. Have we changed? Are we satisfied with floating along with the current of fortune, whichever way it chooses to drift us, instead of heading the stream, guiding the advance column, or opening the way for humanity and commerce to follow? In the words of Southey:—

Let us depart! the universal sun
 Confines not to one land his blessed beams;
 Nor is man rooted, like a tree, whose seed
 The winds on some ungenial soil have cast
 There, where it cannot prosper.

Emigration is casting its thousands week after week from our shores to the other side of the Atlantic, why not point out to them the wealth of Hudson's Bay Territory; invite them to a home, make clear its superior advantages, and in a few years at the least, the return current will bring back an echo of gratified success. In a solemn spirit of interest for our race, for our present and future national greatness, we appeal to the government and parliament of Great Britain in reference to this subject: we call their attention to the reports of the authorised agents sent to explore and report

on these lands; we call their attention to the letters in this pamphlet from men whose opinion is founded on practical observation and experience; and we ask them, considering it in a national point of view, whether it is not the duty of the government to adopt some means of opening up this country. Over *Two million pounds sterling* have been spent in fruitless attempts to discover a north-west passage by sea, and yet, with all the testimony before them, with the knowledge in their possession that the route to the Pacific Ocean through British territory is not only possible, but in every respect the best, no single member steps forward to suggest a movement for a wagon road, the pioneer of the iron rail path. We warn all interested, that unless something is done, and done soon, the connection between the Atlantic and Pacific coasts in English interests is irretrievably severed, and the supremacy of British power in North America will be greatly endangered. But carry out some scheme of emigration, act as if there was a determination to connect the sea-ports by a railroad, and you at once ally all interests. Nova Scotia, New Brunswick, Prince Edward's Island, the Canadas, Upper and Lower, would then perceive that a confederation meant safety, a glorious future, a mighty power; and that British Columbia would soon be linked to them, and the 4,000,000 of people would thus become the nucleus of a nation which would absorb that ever-moving current of humanity that takes its

flight westward. There is the high road to India ; through that isothermal pathway, lies the route by which a world of wealth may pass from the Atlantic to the Pacific Ocean. Accomplish this scheme, the fellow of which the Americans are prosecuting with so much energy and determined will, and you will have achieved a success that will result in greater benefits to mankind, and lend more honour to English fame than all the blood-stained victories of war.

WENTWORTH WOODHOUSE,
 ROTHERHAM,
July 27th, 1865.

DEAR SIR,

I consider the route you name the best and easiest to make either a road or railroad, and have mentioned several different points in the North American British Possessions through which I should strongly recommend any road of the sort to be taken, in Dr. Cheadles and my joint work, (the North West Passage by Land). The way we crossed the Mountains and descended the Thompson River would be very easy if there was a road cleared and three or four posts established where you could obtain provisions. I am inclined to believe that a railroad might be made from Red River Settlement to Kamloops, without any really long tunnels or serious engineering difficulties, but, of course, this is only my private opinion, as I had no means of taking accurate observations. The only real difficulty at present in going through the country I am speaking of, is the great distance you have to travel at once, without being able to obtain provisions, and the limited means at your disposal for conveying them, for if you increase the number of your horses you must increase the number of your men. With many thanks for your kind note,

I remain,

Yours very truly,
 MILTON.

Thomas Rawlings, Esq.,
 Gresham House. In haste.

8, CAVENDISH STREET, W.,

October 30th, 1865.

MY DEAR SIR,

It gives me great pleasure to have an opportunity of helping forward in any way the project of opening out the magnificent territory of the North West, and connecting all the different English colonies in North America by means of an Intercolonial Railway, which shall eventually run from the Atlantic to the Pacific. I have read your book, as well as the several articles in the press, with great interest, and entirely agree with you that the question is one of the most immediate importance. The advantage to British Columbia would be immense, as she would then be able to draw from the Fertile Belt those supplies of cattle and grain which she is unfitted by nature to furnish from her own land in sufficient quantities, and which she now obtains from California. The advantage to Canada would be equally great. The acquisition of the North West Territory and the opening of the communication by road and railway, is, in my belief, the grand thing wanting to enable the English colony to compete with the United States in their marvellous rapidity of development. For I apprehend that the preference shown by emigrants for the Western States, and their greater progress and success there, arise, not so much from their admiration of the American constitution, or the greater liberality shown by the United States Government in granting lands to settlers and improvers, as from the *nature of the lands* offered to the new comers. Canada, as you know, is a land of forests, and a dense growth of timber covers the ground the settler is called upon to till. The soil is probably rich enough, but the labour and expense of clearing is considerable, and the delay a great drawback, for it may be years

perhaps before he will be able to plough fields clear from roots and stumps, or create any extent of pasturage for cattle. Everything has to be prepared under difficulties—arable land and pasture. In the Western States it is far otherwise. Broad prairies waving with the most nutritious grasses, and diversified by woodlands and hills, lakes and streams. Minnesota, for example, the most northerly and the richest of them all, is like one great park. Farms are almost ready made to the settler's hand. He builds his house and fences his fields with timber from one of the neighbouring woods. The deep and fertile soil of the prairie lies ready for the plough without obstruction; a portion of this he prepares without difficulty for his grain and root crops, and the rest affords an inexhaustible extent of pasture for his flocks and herds, which grow fat on the herbage in which myriads of buffalo grazed in times gone by. But the magnificent farming lands of the Western States do not extend westward much beyond the Red River. The fertile country, of which Minnesota is the type, turns northward here, and is continued in British territory along the Asseniboine and Saskatchewan Rivers. The Fertile Belt, south of the 49th parallel (the boundary line), the country becomes bare of wood—often destitute of fresh water—the soil poor and stony,—so that it has been called the Great American Desert. But north of this we find another Minnesota. If Canada could only possess this she would be rich. It has the same mixed or park-like character—prairies and lakes, woods and streams. This extends from the Red River Settlement almost to the base of the Rocky Mountains, or nearly 1000 miles in length. The breadth of the Belt is almost 100 miles. North of this lies the Great Forest, south the arid plains of the Missouri. The natural highway across the continent lies, therefore, within the British lines. The high

value of the Fertile Belt, for agricultural purposes, is attested by able and disinterested observers, Palisser, Hind, Hector, Blakiston, Bourjean, all agree. Even some members of the Hudson's Bay Company acknowledge the fertility of the soil, as Sir George Stephenson, Mr. Dallas, and Dr. Rae. My testimony, in addition, would seem needless, but I will add one or two facts in proof of the almost inexhaustible richness of the soil, and the nutritiousness of the prairie grasses. During my stay at Fort Garry, an old French Canadian farmer showed me a magnificent field of wheat, remarking,—“It's not so good as it used to be, though we've grown wheat on this piece twelve years in succession, but somehow or other it has fallen off in these last two or three years.” Manure is never used in Red River Settlement, or very rarely—indeed, it is not needed. Wheat grows at Fort Garry, at the eastern extremity of the Belt, and at Edmonton, 800 miles distant, near the western extremity, grows with equal luxuriance, and yields 30 to 50 to the acre, in some instances even more. Maize ripens at Red River and Fort Ellice, and doubtless at Carlton and Edmonton, but I have no actual knowledge that it has been tried there. The root crops I have never seen equalled in this country. Potatoes get to an immense size, and yield enormously. Turnips often attain a weight of 16lbs. or 17lbs. a-piece. Flax, hemp, tobacco, all grow well; all the cereals appear to flourish equally well. Fruit trees do not seem to have been introduced into the settlement, but as plums, strawberries, raspberries and gooseberries grow wild, I imagine all the hardier English fruits would grow there.

The herbage of the prairie is so feeding that corn is rarely given to horses or cattle. They do their hard work, subsist entirely on grass, and are most astonishingly fat. The draught oxen resemble prize animals at a cattle show.

The horses we took with us we turned adrift at the beginning of the winter, when snow had already fallen; they had been overworked, and were jaded and thin. In the spring we hunted them up, and found them in the finest condition—or rather too fat. The soil on the La Belle Prairie, where we built our hut for the winter, was four feet deep, and free from rocks or gravel—the finest loam.

The climate is that of Canada, or, perhaps, rather milder. The summer is long and warm, the weather uniformly bright and fine, with the exception of occasional showers. A wet day is almost unknown. The winter is severe and unbroken by thaw, but pleasant enough to those able to house and clothe themselves warmly.

These few facts hastily put together, will, I hope, serve your purpose. I have, I am afraid, written rather generally on the question, instead of confining myself more particularly to the point named in your letter. But you are quite at liberty to use all or only a part of this letter in any way you may think proper. Should there be any further information which it is in my power to give, I shall be only too happy to afford it. In conclusion, I wish you every success in the cause you and others have so ably advocated.

Believe me,

Yours very sincerely,

W. B. CHEADLE.

Thomas Rawlings, Esq., F.R.G.S.,
Gresham House.

19, GROSVENOR SQUARE,

15th Nov. 1865.

DEAR SIR,

I am glad to have an opportunity of bearing testimony to the value of the North West Territory.

As an agricultural country, its advantages can hardly be over rated. The climate is milder than that of the same portion of Canada, which lies within the same latitudes, while the soil is at least equal, if not of greater fertility.

Indeed, I may safely say that the North West Territory will bear close comparison to the State of Minnesota, which is well known to be the richest of the Western States of America. It is unencumbered with that vast growth of timber which is such a serious obstacle to the settler in Canada, and yet there is amply sufficient for the purposes of building, fuel, and fencing.

Coal, of good sound quality, is abundant on the Saskatchewan, Battle, Pembina, and other rivers. In some places the beds are of enormous thickness, and may be worked without sinking, as it often crops out along the river banks.

Cereals of almost every description flourish even under the very rude cultivation of the half-breeds. The same may be said of all the root crops which are ordinarily grown in this country, Canada, or the Northern States of America.

I cannot too highly commend to your consideration that the first and most important step towards the civilization and development of this neglected country consists in the establishment of free communication from the Atlantic to the Pacific through British America.

In conclusion, let me wish you every success in the magnificent project which you are so ably and zealously endeavouring to carry out.

I remain,

DEAR SIR,

Yours faithfully,

MILTON.

Thomas Rawlings, Esq., F.R.G.S.

Gresham House, Old Broad Street.

18, ABINGDON STREET,
Westminster, 4th January, 1866.

SIR,

I have read with great profit and interest your work on the *British American Colonies*, with more direct reference to the project of the *Atlantic and Pacific Railway*

* * * * *

I have derived much information from your pamphlet, especially in the recent statistics as to the far-west American States, and our Canadian and Atlantic Colonies, which could not be got elsewhere without immense trouble and labour. * * * * *

Many of my fellow shareholders feel a deep interest in the whole subject, but there is a want of definite and recent information, and without clear and correct knowledge, no practical measures can be taken. I am doing everything to acquire that information, only to diffuse it amongst the shareholders, and I hope that fruit may arise in the policy of the Company becoming more imbued with the duty of settling up the territory, and lending their great influence, and probably material assistance, to opening up that grand route which you so ably advocate.

I trust my motives and objects, which harmonise so much with those which you have yourself so vigorously expounded, will plead my excuse with you for this act of intrusion, and I remain, Sir,

Yours respectfully,

JAMES DODDS.

Thomas Rawlings, Esq.,
Gresham House, Old Broad Street.



6, ALBERT VILLAS, CLIFTON ROAD,
SOUTH NORWOOD,
March, 5, 1866.

MY DEAR SIR,

I have read with some interest the book you kindly forwarded me, entitled "America from the Atlantic to the Pacific," and carefully studied the views set forth therein by you on that portion referring to the Hudson's Bay Territory, which is of most interest to me, as I have passed some time in that region amongst the fur traders, while in command of the boat expedition, which left H. M. S. *Plover* in July, 1849, off Wainwright Inlet, in search of the gallant Franklin and his devoted band.

The course I pursued after rounding the N.W. point of America was along the Arctic Coast, towards the River Mackenzie, which I ascended, and reaching Fort Simpson easily in October, wintered there with Dr. Rae, who was in charge of the district. The next year, on return from a second search of the coast, eastward of the Mackenzie, spent another winter at the same post, chief trader Bell then in charge. And on the following year, 1851, accompanied the fur traders to York Factory, thus passing through America from the Arctic Sea, at entrance of Mackenzie to the above post, at mouth of the Nelson River, in Hudson's Bay, for passage to England.

And during this journey, although the view I got of the "Fertile Belt" was very limited, our route leading rather to the northward, through Cumberland Lake to Lake Winipeg, and thence to Hudson's Bay, I saw many proofs of the fertility of the soil, and its productiveness, particularly at the neat Indian village, a missionary

station on the Pass, near Cumberland House, besides the gardens at many of the posts, that comparing with other countries I have been in, viz., Australia, America, north and south, India, &c., that I have no hesitation in agreeing with Father de Smet, Mons. Borgeau, Blakiston, yourself, and many others, that there is a most extensive portion of that part of British America, so long governed by the Hudson's Bay Company, ready and offering a good field for colonization.

Again, a good deal of information beside was gained from those with whom I had so long sojourned, all agreeing that the region about the Saskatchewan and Red River settlement, Rupert's Land was admirably adapted for emigration, in fertility of soil, abundance of water, as well as wood, for all purposes; but the only drawback seemed to be the means of getting the produce to a market, which now in these railway times can be obviated.

And having seen in the papers propositions for disposing of this territory to the United States, or some foreign Company, I have been the more induced to pen these few lines, and say, that if such is permitted to be carried out by the Hudson's Bay Company, we may as well give up at once all political power in North America.

The idea suggests itself, that the Imperial Government should be the purchasers, and if not of the whole, all that part called the "Fertile Belt," extending to the shores of the Pacific, leaving the northern portion to the fur traders, although even there I have seen specimens of vegetables not to be despised; for instance, at Fort Simpson potatoes had been grown for ten consecutive years in the same piece of ground without manure, and the last crops I saw in 1850 were very large. Then a scheme of extensive colonization might be established by the Govern-



ment, and they would also assist with their powerful aid in opening up a route to the Pacific.

I am,

DEAR SIR,

Yours faithfully,

W. J. S. PULLEN, R.N.

Thos. Rawlings, Esq.,
Gresham House,
London.

OFFICE OF THE TRIBUNE,

New York, Nov. 13th, 1865.

MY DEAR SIR,

You ask me for a few words about Minnesota, and I proceed to give them.

Minnesota is at present the most north-westerly State of our Union, save Oregon, on the Pacific, whence it is separated by 1,500 miles of wilderness on either side of the Rocky Mountains; it embosoms the sources of the Mississippi Booper, as also of the Red River of the North, and one or two other rivers which make their way northward through British territory. * * * *

Yours,

HORACE GREELY.

Thomas Rawlings, Esq.
Gresham House, London.

STATE OF MINNESOTA,
EXECUTIVE DEPARTMENT,

St. Paul, Nov. 24th, 1864. 5

DEAR SIR,

Your letter of the 29th ultimo, asking for such information as may interest that portion of citizens who propose removing from Europe to the United States. is just received.

* * * * *

The past season has been one of unusual prosperity. The profits of thousands of our farmers for this single year, has more than paid the price of their lands and all their improvements.

Forty and even fifty bushels of wheat have been grown to the acre, and the average yield, for the entire State, will be at least thirty bushels, and all other cereals and vegetables have done equally well. Wheat readily commands one dollar per bushel in our market towns.

We have more miles of water navigation than any other State in the Union, and eight railroads are in rapid process of construction, two hundred miles of which are completed, and the cars running thereon.

Our population, on the 1st June last, was 250,000, which I am sure will more than double by 1870.

Our climate is extremely healthy; during the winter the atmosphere is cold and dry, but the winters are not so long as is generally supposed, up to this date the weather is as warm and cheerful as May.

I shall be gratified to receive a copy of your work.

Very respectfully,

Your obedient Servant,

STEPHEN MILLER,

Governor of Minnesota.

Thomas Rawlings, Esq.,
London, England.

